

CLASSIFIED MESSAGE

Approved For Release 2002/10/25 : CIA-RDP74B00836R000100030017-9

16.17

25X1A ORIG: [redacted]
UNIT: IDEA/OSA
25X1 EXT: [redacted]
DATE: 1 DEC 70

TOP SECRET

1	IDEA	9	COVER
2	IDEA	10	
3	D/SA	11	
4	D/O	12	
5	D/M	13	
6	SS	14	
7	CC	15	
8	RB	16	

TO:
FROM:
CONF:
INFO:

1 DEC 70 15 52Z

	DEFERRED	PRIORITY	INITIALS
	ROUTINE	OPERATIONAL IMMEDIATE	INITIALS

678

TO TOP SECRET INFO

CITE [redacted]

25X1A PRIORITY [redacted]
IDEALIST/SCOPE SALE

25X1A

25X1A 25X1 REF: [redacted]

SUBJECT: ACCIDENT BOARD FINDINGS

1. DETACHMENT "H" U-2R 057 CRASHED [redacted]

25X1A

[redacted] AT 0640Z 24 NOVEMBER 1970. THE AIRCRAFT WAS COMPLETELY DESTROYED ON IMPACT AND THE [redacted] PILOT WAS FATALLY INJURED.

2. THE PURPOSE OF THIS TRAINING MISSION WAS ROUTINE HIGH ALTITUDE PROFICIENCY FLIGHT FOR THE PILOT. THE AIRCRAFT DEPARTED

[redacted] ON A SCHEDULED 0215Z TAKE OFF AND APPARENTLY FLEW THE PLANNED BOUND ROBIN TRAINING ROUTE. DURING THE APPROACH FOR LANDING, THE MOBILE CONTROL OFFICER OBSERVED WHAT APPEARED TO BE A NORMAL APPROACH TO RUNWAY 05. AT TOUCHDOWN APPROXIMATELY 1200 FEET FROM APPROACH END OF RUNWAY, THE AIRCRAFT SKIPPED SLIGHTLY AND TOUCHED DOWN A SECOND TIME IN A RIGHT DRIFT. AT THIS POINT, AIRCRAFT STARTED OFF THE RUNWAY TO THE RIGHT, CROSSED A TAXIWAY AND STRUCK A 6 1/2 FOOT HIGH RUNWAY MARKER ADJACENT TO THE TAXIWAY AND

COORDINATING OFFICERS

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GROUP 1
Excluded from automatic
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RELEASING OFFICER

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CITE

THEN CONTINUED ON ACROSS THE INFIELD. AS THE AIRCRAFT STRUCK THE RUNWAY MARKER, MOBILE CONTROL NOTED AN INCREASE IN POWER INDICATING AN ATTEMPTED GO AROUND. THE AIRCRAFT AGAIN LEFT THE GROUND, APPROXIMATELY 2600 FEET FROM THE APPROACH END OF THE RUNWAY, AND STARTED A SLOW LEFT CLIMBING TURN WITH NOSE HIGH. FROM THIS NOSE HIGH LEFT BANK ATTITUDE, THE AIRCRAFT APPARENTLY STALLED, HIT THE GROUND AND STARTED BURNING APPROXIMATELY 100 FEET TO THE LEFT OF THE RUNWAY. WEATHER AT TIME OF THE ACCIDENT WAS 2,000 FEET SCATTERED, 7 MILES VISIBILITY AND WIND AT 12 KNOTS FROM 100 DEGREES.

3. THE ACCIDENT BOARD HAS COMPLETED ITS DELIBERATIONS AND ITS CONCLUSIONS FOLLOW:

A. THE PRIMARY CAUSE OF THE ACCIDENT WAS DETERMINED TO BE PILOT FACTOR IN THAT WHILE ATTEMPTING A GO AROUND FROM A POOR LANDING, THE PILOT ENTERED A MANEUVER FROM WHICH HE WAS UNABLE TO RECOVER.

B. A CONTRIBUTING CAUSE WAS THE CROSSWIND CONDITION.

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THIS CONTRIBUTED TO THE POOR LANDING AND SUBSEQUENT LOSS OF
DIRECTIONAL CONTROL WHICH LED TO THE PILOT'S DECISION TO
INITIATE A GO AROUND EVENTUALLY RESULTING IN THE ACCIDENT.

END OF MESSAGE

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[Redacted Box]

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